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POLLUTION REPORT

I. HEADING

EPA Region 5 Records Ctr.



206290

Date: April 12, 1999

Subject: Industrial Highway Oil Release Site, Gary Municipal Airport,
Gary, Lake County, Indiana

From: *PR* Paul R. Steadman, U.S. EPA On-Scene Coordinator, Region 5

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POLREP: # 1 - Initial (Reporting period 04/07 thru 04/11/99)

II. BACKGROUND

CERCLIS ID No: IND067469437

Site No: Z590

FPN: 098022

IAG No: RW69947898-01-0

ID No: 99HR05F50203D

Start Date: 04/07/99

Completion Date: N/A

USGS Hydro Unit: 04040001

Task Order No: 9801-05-025

Response Authority: OPA Fund-lead

NPL Status: N/A

State Notification: IDEM

Mobilization Date: 04/08/99

Action Memo Status: N/A

III. SITE DESCRIPTION

A. Incident Category: Time-Critical Removal Action - Oil Release Hazard

B. Site Location: Gary, Lake County, Indiana
LAT: 41° 37' 13" No; LONG: 87° 25' 14" West

1. Site description:

A ditch system which drains portions of the Gary Municipal Airport and surrounds the periphery of this airport contains excess amounts of oil and oily products on the western edge of this facility. The ditch system contains water, at depths of one foot to six feet, in it throughout the year and it empties, through a series of culverts and inverts, into the Grand Calumet River which flows at the southern most boundary of the airport. The source of the oil may be from the past operations of an oil refinery located on the opposite side of the Elgin, Joliet and Eastern Railroad (EJ&E) tracks on the west of this site. Oil has and continues to accumulate along the western leg of this ditch creating a release hazard which imminently and substantially endangers the riverine environment of the Grand Calumet River.

2. Description of threat:

Extensive oil releases, accumulation and contamination in the ditch over an approximate 1700 ft area flowing in the immediate direction of the Grand Calumet River.

C. Preliminary Assessment

The release hazard was initially documented in U.S. EPA site assessment reports prepared in 1992. The hazard is continuous and has remained unabated since August 1995. The oil product release hazard was addressed in the past by an intricate pump and treat system, but that system has not been operational since the summer of 1995.

IV. RESPONSE INFORMATION

A. Situation

1. Current situation and response actions to date:

A four day response effort manned by 12 personnel from our emergency and rapid response services (ERRS) contractors was conducted to contain and control the massive oil accumulation within the ditch in order to prevent its release into the Grand Calumet River. Response efforts consisted of using oil absorbent pads, deployment of disposable oil absorbent booms, and installation of semi-permanent skirted oil control booms at 10 key locations of the ditch system. Initial attempts to capture the oil through the use of skimmers and vacuum trucks were frustrated as a result of the windy and rainy weather and the decreased magnitude of the product upon the water's surface. A decision was made to devise a system of oil capture cells between containment booms. The oil was then forced by water sprays into the cells where it could be more easily managed and absorbed with oil absorbent pads. This effort satisfied capture of the majority of the oily waste which was endangering the Grand Calumet River. The oil continues to seep into the ditch and requires periodic "sausage boom" replacement until such time that a permanent or long-term removal remedy is in place to arrest this oil release hazard.

B. Planned Removal Actions

Transport and disposal arrangements are currently being made to dispose of approximately 60 cubic yards of oil contaminated booms and other oil absorbent materials pending receipt of sampling results. The OSC will consult with our agency's ERT oil and hydrogeologic experts to determine the source, extent of contamination, and a long-term strategy for correction of this environmental pollution hazard. The Gary Municipal Airport authority has received a permit from the Indiana Department of Environmental Management to perform a complete dredging of the ditch system only where oil materials are not located in order to facilitate currently reduced flow from that system. U.S. EPA intends to obtain contractor support start-up and operation of the previously disrupted oil and water separation system. Semi-monthly boom inspection and maintenance are to be conducted until an environmentally suitable and fiscally acceptable method for elimination of the oil release hazard can be developed and finalized.

C. Key Issues

Determination of responsible party for generating the uncontrolled oil release product; was BOA contractor Clean Harbors at fault for shutting down the oil/water separator system in 1995 which they installed on this site;

V. COSTS

Extramural Costs:

Total Cleanup Contractor Costs	\$ 24,379.00
START	N/A
TOTAL, EXTRAMURAL COSTS:	<u>\$ 24,379.00</u>

Intramural Costs:

Direct Costs (Region, HQ, ERT)	N/A
Intramural Indirect Costs	N/A
TOTAL, INTRAMURAL COSTS	N/A

TOTAL SITE COST	PENDING
PROJECT CEILING	\$ 125,000
PROJECT FUNDS REMAINING AS A PERCENTAGE	80.5%

* The above accounting of expenditures is an estimate based on amounts known by the OSC at the time of preparation of this report. The cost accounting data shown in this report does not necessarily represent the exact monetary figures which the U.S. government may include in any claim for cost recovery.

VI. DISPOSITION OF WASTES

<u>Wastestream</u>	<u>Quantity</u>	<u>Collection/Containment</u>	<u>Treatment</u>	<u>Disposal</u>
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